

# The Hong Kong Daily Press.

No. 4224 廿四二年五月廿二日

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HONGKONG, MONDAY, 22ND MAY, 1871.

英廿二日

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PRIOR \$2 PER MONTH

## Arrivals.

May 19, ADMIRAL, Arab. sch., 261, Smith, 10th May, and Cape St. James, 9th Rio—OLYMPIAN & Co.  
May 20, JESU, North Ger. bk., 250, Iverson, Bangkok, 19th April, 6,000 piculs Rice—ARNHOLD, KAMBERG & Co.  
May 20, PRINCE OF WALES, Siam, ship 700, Young, Bangkok 5th April, General—CHINESE.  
May 20, ANNA, North Ger. bk., 257, Eisenmenger, from Whampoa—BOURJAU, HUBNER & Co.  
May 20, HONGKONG, Siam, sh., 636, Freudenberger, Bangkok May 2nd, 12,500 piculs Rice—CHINESE.  
May 20, MEHANI, French bk., 230, Lahore, Saigon May 7th, Rice and Cotton—  
May 20, DAVINA, Brit. bk., 495, Leisak, Tukioon May 7th, Cotton and Sun-dries—D. SASSOON, Sons & Co.  
May 20, MARELL, Brit. ship, 793, Reid, Cardiff 12th February, 1,056 tons Coal—JARDINE, MATHEWS & Co.  
May 20, OCEAN, North German bk., 408, Hover-CARDIFF 1st December, 530 tons Coals—E. SCHELLHAS & Co.  
May 20, TWEE GEDROEDE, Ned. brig, 276, Mann, Newchow 29th April, 7,000 piculs Beans—BOUQUIN, HUBNER & Co.  
May 20, SAMPA, North German bk., 297, Rasmussen, Bangkok 15th April, 6,600 piculs Rice—W.M. PUSTAU & Co.  
May 21, ADELPHI, North Ger. sch., 3,000, Karpino, Bangkok 10th April, 25,000 piculs Rice—D. SASSOON, Sons & Co.  
May 20, CINCIA, Brit. ship, 793, Reid, Cardiff 12th February, 1,056 tons Coal—JARDINE, MATHEWS & Co.  
May 20, OCEAN, North German bk., 408, Hover-CARDIFF 1st December, 530 tons Coals—E. SCHELLHAS & Co.  
May 20, TWEE GEDROEDE, Ned. brig, 276, Mann, Newchow 29th April, 7,000 piculs Beans—BOUQUIN, HUBNER & Co.  
May 21, 10621, Hongkong, 2nd January, 1871.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION, SUBSCRIBED CAPITAL—\$5,000,000 (Dollars).

### Court of Directors.

Chairman—HON. T. EVER, Esq.

Deputy Chairman—T. EVER, Esq.

E. R. Bell, Esq.

George F. Head, Esq.

George J. Holland, Esq.

S. D. Passow, Esq.

W. H. Condit, Esq.

Wm. Lamont, Esq.

Julius Monks, Esq.

E. B. Phillips, Esq.

GEO. CRITCHTON, Esq., The Borsao Company, Limited.

BERMAN MELCHERS, Esq., (Messrs. Melchers & Co.)

E. A. STOOCHE, Esq. (Messrs. Olyphant & Co.)

HONGKONG, INTEREST ALLOWED.

On Current Deposit account at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposit account at the rate of 3 months' per cent. per annum.

12 " 5 "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and on the amount of Banking and Exchange business transacted.

Debt—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREEN, Acting Chief Manager, Office of the Borsao Company, No. 1, Queen's Road East, Hongkong, 2nd January, 1871.

CHINA TRADERS' INSURANCE COMPANY (Limited).

A DIVIDEND of 16½% Sixteen and a half per cent. has been declared on the net profit contributed by the Shareholders to the above Company for the year ended October 31st, 1870.

Warrants may be had on application at the office of the Undersigned, No. 48, Queen's Road, By order of the Board.

AUGUSTINE HEARD & Co., Agents.

2nd May, 1871.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to have account of all risks, and to grant rates of Premiums at the respective places.

AUGUSTINE HEARD & Co., Secretaries.

557 Hongkong, 1st April, 1871.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE.

The undersigned having resigned, Mr. N. J. Ebe has been appointed Secretary to the above Society, and will take charge from this date.

By order of the Board.

ROBERT WATMORE, Secretary.

545 Hongkong, 31st March, 1871.

JOHN SKINNER, SAN FRANCISCO CALIFORNIA.

Successor to RODMUND GIBSONS & Co., Sold Agents for:

Winchester Repeating Arms and Ammunition, D. Potts' Blunderbuss, D. Potts' Lead, Superior and Pacific Fire Company's Eagle Safety Fuse.

1st April, 1871.

HONGKONG STEAM BAKERY.

Office—Opposite the Oriental Bank.

MESSRS. D. NOWROZE & Co., established in 1861, beg to inform their customers and the public generally, that they have just set up a Steam Bakery in their premises, which has enabled them to reduce their rates, without interfering with the well known superior qualities of their Articles.

They are now enabled to offer their bread and cakes at the best quality at following reduced rates:

Square Twists, Cottages, and

French Loaves, \$0.67 per lb.

Soda and Oatmeal Biscuits, 6 lbs. tins, 0.75 each.

Butter and Sweet Biscuits, 0.30 per lb.

Cabin Biscuits, 0.07.

NOTICE TO SHIPMASTERS.

CAPTAINS are invited to inspect the new steam machine—Soda, Cracker, Cabin and Ship BISCUITS, at the lowest rates.

D. NOWROZE & Co.

1431 Hongkong, 2nd August, 1870.

NOTIFICATION.

550 Hongkong, 1st April, 1871.

NIUZHONG LIGHTSHIP.

NOTICE is hereby given, that a temporary Lightship, painted black, with three large masts standing, will be moored outside the Bank of Ningpo, as early as possible, not later than the first of May next, in the following bearings:

Tower Hill S.S.E. distant 16 miles, and the outer Bay Buoy N.E. by E. 4 miles.

This vessel will be dimmed at night, and to be sounded by two short blasts, one from the other, at the starboard fore yard arm, shown from two ordinary mast head lanterns, visible about 3 miles in clear weather.

T. G. LUSON, Acting Commissioner of Customs, Ninghau, 1st April, 1871. (See page 778.)

FOR Investors on Mortgages of seed landed property about 34,500 of Trust money.

Apply to T. G. LUSON, Esq., 471 Hongkong, 18th March, 1871.

THE ORIENTAL HOTEL, BOWLING ALLEY, BILLIARD ROOMS, WELLINGTON STREET, HONGKONG.

NOW OPEN TO THE PUBLIC.

Under new management.

Meals at all hours.

Wines and Spirits of the best quality only.

A Good Reading Room.

Board and Lodging at Moderate Rates.

J. BALME, Proprietor.

1st May, 1871.

GEORGE GLASS.

FIVE YEARS MANAGER TO KINSFORD & CO., PICCADILLY, LONDON, AND 23, PLACE VENDOME, PARIS.

ENGLISH CHEMIST, VICTORIA DISPENSARY, HONGKONG AND YOKOHAMA.

SHIPS' MEDICINE-CHESTS SUPPLIED AND REPAIRED.

4, 1871—Hongkong, 1st September, 1870.

NOTICE.

Under authority of the Managing Director, Mr. A. BECKER, Madras, will act as the Company's Superintendent at this port from the present date until further notice.

W. MACAULAY, Superintendent.

P. & O. S. N. Co., Hongkong, 20th March, 1871. (See page 184.)

THE TOURIST'S GUIDE—REDUCED PRICE.

THE commonest Offices and Godowns formerly in the possession of Messrs. HOLLIDAY, Wm. & Co., situated on Marine Lot 11, and fronting the Praya. Possession may be had on 1st April next.

Terms of Subscription, payable in advance: Japan Mail, \$10 per annum; Japan Weekly Mail, \$22 per annum.

Also a few copies of the GRAMMAR of the Chinese Language, in two parts, The Daily Press Office.

(For continuation of Shipping Reports see third page.)

## Passengers.

Per Nefuka, from Bangkok—2 Chinese.  
Per Sampan, from Bangkok—10 Chinese.  
Per Ark, from Bangkok—5 Chinese.  
Per Mite Tonne from Bangkok—4 Chinese.  
Per Joss, from Bangkok—3 Chinese.  
Per Joss, from Kampot—16 Chinese.  
Per Melaka, for Singapore.  
Fusiyama, sh., for Saigon.  
City, for Amoy.  
Ella Dawson, for Whampoa.  
Sivay, for Bangkok.  
Ayran, for Nitto.  
Eduard Gustave, for Saigon.

## Departures.

May 20, DANYE, sh., for Whampoa.  
May 20, EASTERN ISLES, for Shanghai.  
May 20, ERGUN, for Saigon.  
May 20, WOOLDOE, for Saigon.  
May 20, JOACHIM CHRISTIAN, for Nitto.  
May 21, FUSIYAMA, sh., for Saigon.  
May 21, French g.b. DUDLEY, 21st, 14,000 piculs Rice—STEENEN & Co.  
May 21, DIERHORN, Brit. bark, 573, Carlis, Saigon May 21st, 14,000 piculs Rice—JARDINE, MATHEWS & Co.

## Arrivals.

May 20, ADRIAN, Arab. sch., 261, Smith, 10th May, and Cape St. James, 9th Rio—OLYMPIAN & Co.  
May 20, JESU, North Ger. bk., 250, Iverson, Bangkok, 19th April, 6,000 piculs Rice—ARNHOLD, KAMBERG & Co.  
May 20, PRINCE OF WALES, Siam, ship 700, Young, Bangkok 5th April, General—CHINESE.  
May 20, ANNA, North Ger. bk., 257, Eisenmenger, from Whampoa—BOURJAU, HUBNER & Co.  
May 20, HONGKONG, Siam, sh., 636, Freudenberger, Bangkok May 2nd, 12,500 piculs Rice—CHINESE.  
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May 20, 10621, Hongkong, 2nd January, 1871.

## Reports.

The British ship OLYMPIA reports left Capo James on the 5th May, last night, Sudden winds until approaching the port, when experienced a succession of very heavy squalls.

The North German bark St. MORITZ reports left Capo James on the 5th May, last night, Sudden winds until approaching the port, when experienced a succession of very heavy squalls on approaching the land.

The Norwegian bark St. MORITZ reports calm in Gulf, from Pulo Light, Sudden winds on 12th May, instant very unsettled weather, with heavy squalls.

(For continuation of Shipping Reports see third page.)

## Auction Sale To-day.

H. JUGENS, & Co., Metal Sheathing and Nails.

THE RENDITION CASE.

COPIES of *Our Justice*, Siam's Judgment in the MATTER OF KWOK-A-SING, can be obtained at the Office of this Paper.  
Price, 25 cents each.  
Hongkong, 5th April, 1871.

## Intimations.

THE CHINESE INSURANCE COMPANY (LIMITED).

CAPITAL—1,500,000 DOLLARS, IN 1,500 SHARES OF 1,000 DOLLARS EACH.

PAID UP CAPITAL \$300,000 DOLLARS.

Directors—

Chairman—HON. T. EVER, Esq.

Deputy Chairman—T. EVER, Esq.

E. R. Bell, Esq.

Wm. Lamont, Esq.

Julius Monks, Esq.

NOW READY.

BOUND VOLUMES OF THE TRADE REPORT for the year 1870. Price \$10.  
Apply at the Daily Press Office.  
Hongkong, 1st February, 1871.

DEATH.

At Hongkong, on the evening of the 18th May, Mrs. EMMELIA FRANCISCA REZA, the young daughter of Mr. C. A. Ovario, Jr., aged 14 months.

The delivery of the *Daily Press* from the office commenced on Saturday, May 10th, and the last numbers left the office at 10.30.

The Daily Press.

HONGKONG, MAY 22ND, 1871.

The extraordinary fear which the Government of Hongkong entertains against all publicity, is one of the most discouraging features in connection with the local administration of the Colony. Not only is no assistance given to the papers, to obtain intelligence regarding passing events, in which the public is deeply interested, but every effort is made by the officials to prevent information coming from the numerous channels, from which in every other place it is largely derived. There is a standing rule in the Government Service that employees shall not contribute to newspapers, but everybody knows that this rule is never rigidly enforced; and, as to matters of mere information about purely public events, a wide discretion is always allowed. This is done as it should be upon grounds of large policy—too large it may be feared over to have much influence upon the narrow-mindedness of Hongkong officialdom. There are many occasions where people have a right to look to their officials for information, and in which, therefore, to refuse it is to neglect a duty to the public. In other instances it is often very desirable that steps should be taken to secure that the right facts with respect to any matter be placed before the public; and there are, lastly, a large number of matters of interest known only to those engaged in the public service, which it will never do any harm to have placed in their true bearing before the community. On such matters, it is secret that newspapers generally derive their information from official sources, or from persons in the employ of the Government; but we speak advisedly in saying that in Hongkong the most vigorous attempts have been made in very high quarters to prevent information, even about the most ordinary matters, coming to the knowledge of the public. The refusal to permit even a perusal of the minutes of the Police Commission which sat after the Sow-kwan case, and the secrecy, at present carefully maintained respecting the affair of the *Dolores Ugarte*, are instances which have come forward, and it is needless, perhaps, to say that those immediately connected with obtaining information for the public, could easily give many more instances where a narrow and illiberal spirit has been manifested. When such a plan is systematically adopted, it cannot be considered that the Authorities display anything like a proper regard for the public interest; as if it is not part of their business to assist in giving information on important matters, it is at least very unusual to throw obstructions in the way. At home, the Government is fortunately compelled to show some respect for public opinion as to adopt a very different policy; and it is striking how much pains are taken in the opposite direction out here. Why the Government in Hongkong should be so disposed to secrecy it is difficult to be understood. If there were young and incompetent men in the position of Magistrates; if the government of the Chinese population were conducted in the most defective manner; if the Police were completely disorganized, and the Authorities here were utterly ignorant both of the wants of the Colony and of what is going on every day under their very eyes, there might be just cause for carefully hiding everything from the public in case the openness of the administration should attract too much attention, and so be brought under the cognizance of the authorities at home. But as the local Government has always shown itself unwilling to admit the truth of any of the above assertions, it is impossible to conceive what reason they have for their anxiety to hush everything up, least by any accident the slightest publicity should be obtained. Their doing so does not speak well for the manner in which affairs are conducted; and if the Home Authorities were aware of the systematic way in which information is withheld from the public, it is certain the fact alone would be sufficient to make them strongly suspect there was something radically wrong.

In the instance which has called forth these remarks, namely, making the examination for the Austrian sailor from the *Dolores Ugarte* a 'private affair,' the Government have no possible excuse for their action. The matter is one which has attracted immense public attention, and is one with regard to which everybody is interested in learning the truth. Yet the examination must be conducted with closed doors, by the Junior Police Magistrate. There might be less ground for complaint if the assistance of Mr. MAY had been called into requisition; but that the public should expect to rest satisfied that the necessities of this important matter are met by a private investigation before a comparatively inexperienced officer, is certainly extremely unreasonable. It is the more so, as no object can be served by the adoption of this course. So far from public justice being likely to be defeated by publicly being given to, the matter, it is obvious from the very nature of the case that the more attention it is called to, the better for the ultimate settlement of the question. The Government ought to be anxious to let the public know exactly all the particulars of this affair; especially those relating more directly to Hongkong, such, for example, as the details connected with the fitting up of the vessel in this Harbour, concerning which it is natural to suppose the local Authorities must be anxious that the fullest explanation should be given not only to the public here but to the Government at home. So long as such great difficulties are thrown in the way of the news-papers in obtaining correct information, it is impossible for them to estimate exactly the merits of such shortcomings as it appears the local Government from time to time fall into; and thus the true nature of public matters is repeatedly misunderstood at the only time when it is of practical use to comment upon them, that is, of course, while they

are actually occurring. As a historical document, the report which will be sent home concerning the fitting up of the *Dolores Ugarte* in Hongkong will doubtless be of interest; but it would be of far greater interest to the public to know now what steps are being taken at the present time to prevent the same thing occurring in future.

THE "DOLORES UGARTE" TRAGEDY.

The Austrian Captain had finally agreed to be tried in Hongkong, and the facts depicted by Albert Hartler, the Austrian sailor, of whose statement of the affair we gave an abstract some days ago. The present account is in substance the same as that previously published; but it gives the details in a clearer form, and contains some particulars not then mentioned.

The above defendant stated that he came out from England and went on board the *Dolores Ugarte* here, and went with her to Macao. The first batch of cooies came on board on May 1st, and were all in good condition. There were in all 630. The crew consisted of 46, including Captain and officers. There was a Macao Interpreter on board, and the Captain had a secret spy on board, who was one of the emigrants. This man was paid one-half of the wages. The crew left Macao on the 4th May in the evening. There were seven men allowed on deck; these were taken over as a private speculation of the captain's own; the Chinese doctor was also allowed on deck. They all went away, and prisoners returned, and engaged in prosecution. In the course of the night the last crew, room, and property and supplies were taken away. The crew were then found that the lock of the cabin in which she kept clothes, &c., had been tampered with, and on looking into the box she missed three panneticks. On looking about the room she also missed a pair of silk trousers. One of the tickets was for a pair of trousers. The three tickets were found upon the *Dolores*. The defense was that the woman was an old acquaintance of the prisoner, and had asked him for money to release the bonds. As he had no money with him, he offered to redeem her himself, and she gave him the tickets for the same. The crew were then allowed on deck; these were taken over as a private speculation of the captain's own; the Chinese doctor was also allowed on deck. They slept in a small deck house between the fore and main deck. The cabin was a house built on deck round which there was room to walk. The sloops were on deck. The men were allowed to come up when necessary, at a time in the day time, and five at night. In the cabin there were two iron railings, eight or nine feet high, to exclude the crew entirely. This outer hatch was inside this iron rail, and was never opened. It was closed by an iron grating. Immediately behind the gate was the place where the crew slept. The crew always slept in the captain's cabin. The cabin was a house built on deck round which there was room to walk. The sloops were on deck. The men were allowed to come up when necessary, at a time in the day time, and five at night. In the cabin there were two iron railings, eight or nine feet high, to exclude the crew entirely. This outer hatch was inside this iron rail, and was never opened. It was closed by an iron grating. Immediately behind the gate was the place where the crew slept. The crew always slept in the captain's cabin. The cabin was a house built on deck round which there was room to walk. The sloops were on deck. The men were allowed to come up when necessary, at a time in the day time, and five at night. In the cabin there were two iron railings, eight or nine feet high, to exclude the crew entirely. This outer hatch was inside this iron rail, and was never opened. It was closed by an iron grating. 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